$$$$$$SYSTIME$$$$$
$$$$$$$$$$$$$$$$$$$$$$$$$DGN$$$$$$$$$$$$$$$$$$$$$$$$
$$$$USERNAME$$$$

F.A. PROJECT NO.

NOTES

ASSUMED LIVE LOAD ----------HS20-44 OR ALTERNATE LOADING.

DESIGN FILL----------

FOR OTHER DESIGN DATA AND NOTES SEE STANDARD NOTE SHEET.

3"Ø WEEP HOLES INDICATED TO BE IN ACCORDANCE WITH THE SPECIFICATIONS.

CONCRETE IN CULVERTS TO BE POURED IN THE FOLLOWING ORDER:

1. WING FOOTINGS AND FLOOR SLAB INCLUDING 4" OF ALL VERTICAL WALLS.

2. THE REMAINING PORTIONS OF THE WALLS AND WINGS FULL HEIGHT FOLLOWED BY ROOF SLAB AND HEADWALLS.

THE RESIDENT ENGINEER SHALL CHECK THE LENGTH OF CULVERT BEFORE STAKING IT OUT TO MAKE CERTAIN THAT IT WILL PROPERLY TAKE CARE OF THE FILL.

THIS BARREL STANDARD TO BE USED ONLY ON CULVERT ON 75° SKEW AND TO BE USED WITH STANDARD WING SHEET WITH THE SAME SKEW AND VERTICAL CLEARANCE.

DIMENSIONS FOR WING LAYOUT AS WELL AS ADDITIONAL REINFORCING STEEL EMBEDDED IN BARREL ARE SHOWN ON WING SHEET.

TRANSVERSE CONSTRUCTION JOINTS SHALL BE USED IN THE BARREL, SPACED TO LIMIT THE POURS TO A MAXIMUM OF 70 FT. LOCATION OF JOINTS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER.

STEEL IN THE BOTTOM SLAB MAY BE SPLICED AT THE PERMITTED CONSTRUCTION JOINT AT THE CONTRACTOR'S OPTION. EXTRA WEIGHT OF STEEL DUE TO THE SPLICES SHALL BE PAID FOR BY THE CONTRACTOR.

AT THE CONTRACTOR'S OPTION, HE MAY SPLICE THE VERTICAL REINFORCING STEEL IN THE INTERIOR FACE OF EXTERIOR WALL AND BOTH FACES OF INTERIOR WALLS ABOVE LOWER WALL CONSTRUCTION JOINT. THE SPLICE LENGTH SHALL BE AS PROVIDED IN THE SPLICE LENGTH CHART SHOWN ON THE PLANS. EXTRA WEIGHT OF STEEL DUE TO THE SPLICES SHALL BE PAID FOR BY THE CONTRACTOR.

AT THE CONTRACTOR'S OPTION HE MAY SUBMIT, TO THE ENGINEER FOR APPROVAL, DESIGN AND DETAIL DRAWINGS FOR A PRECAST REINFORCED CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE CULVERT SHOWN ON THE PLANS. THE DESIGN SHALL PROVIDE THE SAME SIZE AND NUMBER OF BARRELS AS USED ON THE CAST-IN-PLACE DESIGN. FOR OPTIONAL PRECAST REINFORCED CONCRETE BOX CULVERT, SEE SPECIAL PROVISIONS.

## TOTAL STRUCTURE QUANTITIES

CLASS A CONCRETE

BARREL @_____CY/FT_____C.Y.

WING ETC._____C.Y.

TOTAL_____C.Y.

REINFORCING STEEL

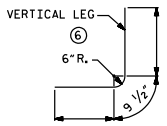
BARREL_____LBS.

WINGS ETC._____LBS.

TOTAL_____LBS.

## LOCATION SKETCH

## PROFILE ALONG ℄ CULVERT




## BAR TYPE

BAR DIMENSIONS ARE OUT TO OUT

PROJECT NO. _____

_____ COUNTY

STATION: _____

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

# BARREL STANDARD
# QUADRUPLE FT. X FT. CONCRETE BOX CULVERT 75° SKEW

OCTOBER 1990

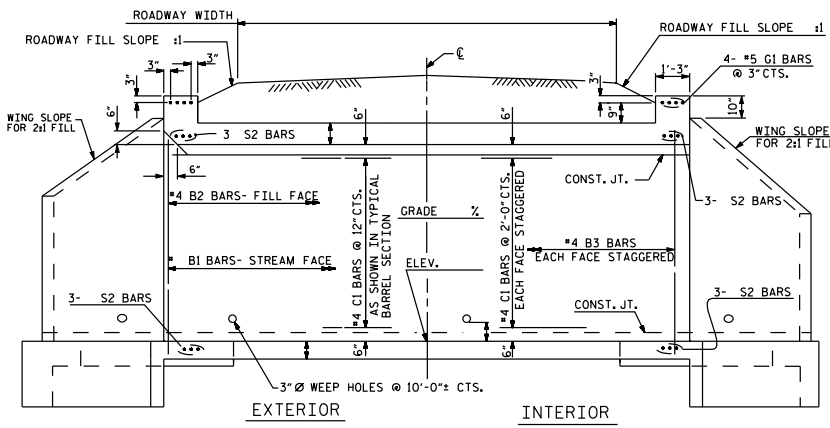
| REVISIONS | | | | | | SHEET NO. |
|---|---|---|---|---|---|---|
| NO. | BY: | DATE: | NO. | BY: | DATE: | |
| 1 | | | 3 | | | TOTAL SHEETS |
| 2 | | | 4 | | | |

STD. NO. CB24A

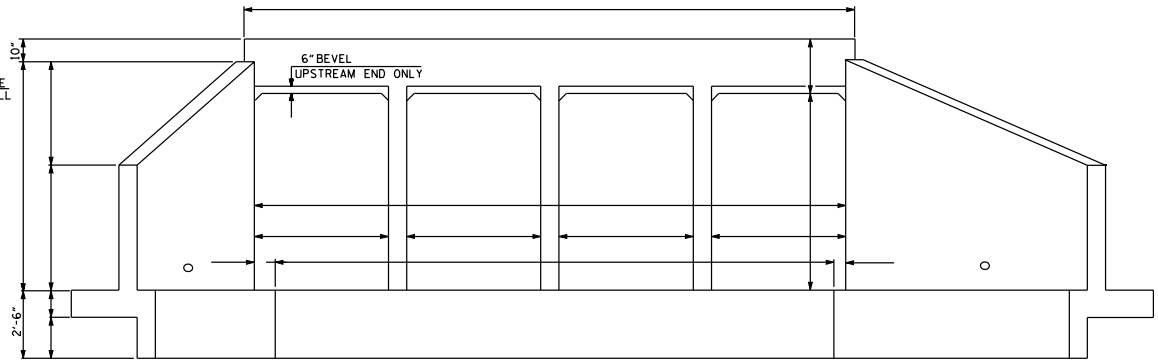
ASSEMBLED BY : _____ DATE : _____
CHECKED BY : _____ DATE : _____ — SPECIAL

DRAWN BY : R.W.WRIGHT DATE : OCT. 1989
CHECKED BY : A.R.BISSETTE DATE : OCT. 1989 — STANDARD

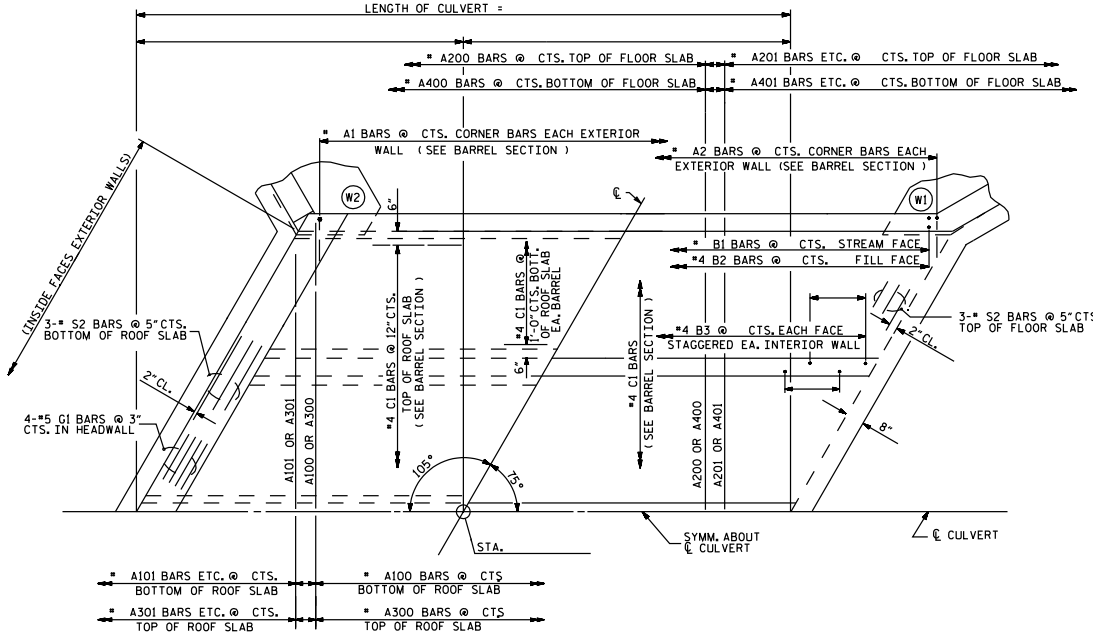
ADDED 10-16-90




CULVERT SECTION NORMAL TO ROADWAY

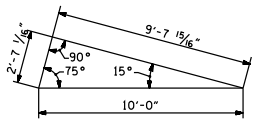



END ELEVATION NORMAL TO SKEW

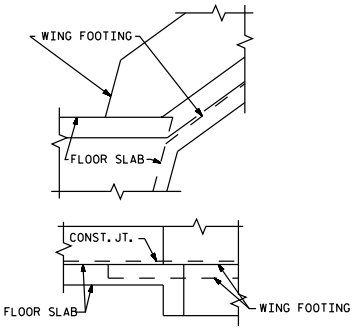



PART PLAN - ROOF SLAB

PART PLAN - FLOOR SLAB




SKEW TRIANGLE




DETAIL

CONNECTION OF WING FOOTING AND FLOOR SLAB WHEN SLAB IS THICKER THAN FOOTING

PROJECT NO. _____

_____ COUNTY

STATION: _____

SHEET 2 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

BARREL STANDARD
QUADRUPLE FT. X FT.
CONCRETE BOX CULVERT
75° SKEW
1971

| REVISIONS | | | | | | SHEET NO. |
|---|---|---|---|---|---|---|
| NO. | BY: | DATE: | NO. | BY: | DATE: | |
| 1 | | | 3 | | | TOTAL SHEETS |
| 2 | | | 4 | | | |

STD. NO. CB24

| | | |
|---|---|---|
| ASSEMBLED BY : _____ DATE : _____<br>CHECKED BY : _____ DATE : _____ | | SPECIAL |
| DRAWN BY : BRYAN STALEY DATE : NOV. 1971<br>CHECKED BY : JOEL JOHNSON DATE : DEC. 1971 | | STANDARD |

REVISED 1-19-99 BY M.M.A. CHECKED BY R.W.M.
REVISED 8-28-92 BY E.L.R. CHECKED BY G.P.J.
REVISED 6-14-95 BY R.A.WRIGHT CHECKED BY A.A.BISSETTE